

Alexandria Gazette.

MONDAY EVENING, JUNE 3.

LOCAL MATTERS

For this section fair weather, followed Tuesday by showers, slightly warmer, southerly winds.

THE FRESHET IN THE POTOMAC.

It is generally conceded that the freshet of the past two or three days has been the heaviest that has prevailed here within the recollection of the oldest inhabitant, the water having extended further into the city than ever before. The flood of 1876 had always been regarded as the heaviest ever known in this city, but high water marks made at that time on buildings on the strand were covered 10 inches yesterday. Some, however, persisted in asserting that the water had on former occasions extended to Lee street on King, while yesterday it strayed on the latter street midway between Union and Lee. The fact, however, that both King and Union streets have been raised several times in the past quarter of a century has been lost sight of by a large number of people. The tide made very high Friday, and Saturday night, had extended still further, but yesterday about one o'clock it reached its greatest height, at which time many of the wharves were completely hidden, while only the tops of the pilings of others were visible. All along the strand from the lower shipyard to the old American Coal Company's wharves several feet of water were on the first floors of every building, while Union street from Prince to the Cove above Fishburn was an unbroken canal, suggestive of a scene in Venice, lacking only the gondola to enable one to imagine himself in the city of the Adriatic. That street and the Strand were alive with boats from early in the morning until late in the evening, and the water was filled with everything that could float in the way of planks, barrels, cord wood, broom corn, &c., which had drifted from wharves and stores while anxious storekeepers, encased in rubber suits were wading about in their stores endeavoring to move perishable goods to places of safety. The scene attracted nearly everybody in town to the river front, and the eastern terminus of each street was thronged with people from daylight till dark, while the hills and shores in the Southern section were packed with sight-seers, almost as thick as those collected to watch the regattas of the last two years. Jones's Point had become an island and nothing but the railing of Hunting creek bridge was visible. In the northern part of the city the scene was equally exciting—"Potomac" bottom being submerged and lakes formed by the rush of waters through the culverts on the W. & O. R. R. In some cases the yards of residences were covered with several feet of water, and houses had to be propped up to prevent them from being floated from their foundations. The scene on the river was thrilling, the resistless current hurrying past the city at a rapid gait, carrying with it trees, timber, planks, barrels, boxes, household utensils, and in some cases small houses. Nearly everyone who owned or who could procure a boat was out in the river intercepting and towing to the shore everything valuable, and in many cases timber which was readily sold at good prices was pulled to the shore, while rails, ties and other drift wood were stacked along the shore by enterprising watermen. As stated above, the water had reached its greatest height about one o'clock, and in about an hour's time had visibly receded from the streets, and by sundown had fallen several feet. It was feared, however, that the next flood tide would again bring the waters up to the old mark, but, contrary to such apprehensions, no such thing occurred, and this morning the Potomac had almost relapsed into its normal state. During the prevalence of the high tide it was impossible to land people on the wharves from steamboats, and those arriving during the day had to transfer passengers by means of row boats. The Washington ferry boats were unable to make any trips, nor could trains be run between here and the capital city; hence the usual number of Sunday visitors from the latter place were among the missing. The damage to property on the river front has been by no means light, though much loss was averted by the removal of goods Saturday to places of safety. Boats were rowed in and out many stores on the east side of Union street, while the first floors of nearly all buildings facing the river were navigable for small boats. The steamer John W. Thompson was anchored in the stream to escape damage. Hunting creek bridge is said to have suffered no material damage, but that spanning Cameron run was destroyed. The loss in Cameron run valley is very heavy, the torrent of water rushing through it having swept away nearly all vegetation. The bridge over the run is being replaced. The flood swept away every house and shed except the hotel at Jackson City. A quantity of coal, belonging to the brick works, was also washed away. Almost the entire southwestern portion of Washington was under water, and from the south side of the avenue in a southwesterly direction to the river people had to be ferried from street to street in boats at 5 cents per head. The Richmond and Danville building on Pennsylvania avenue was flooded and the printing material therein damaged.

THE DAMAGE.

Commencing at the northern end of Alexandria and going south, the damages were as follows:

The American Coal wharf, the city's property, was considerably damaged, much of the earth being washed out, which will require a considerable outlay to repair. The first wharf was not much damaged and the stock of fish in the houses, being all barreled, sustained no injury.

Messrs. W. A. Smoot & Co. sustained but little damage.

Mr. J. R. Zimmerman lost a considerable quantity of coal and he puts his loss at \$500.

Capt. H. Bryant had a quantity of bulk fertilizer wet but his loss will not exceed \$500.

Mr. Prescott had some of his spoke timber damaged, but \$50 will cover his loss.

Messrs. Smoot & Perry and J. H. D. Smoot had much of their lumber blackened by the water and some sash and blinds were injured. Their loss will be about \$250 each.

Mr. H. Kirk's loss will not exceed \$25 as he had elevated his stock of goods.

Mr. W. S. Towson estimates his loss at \$100. The water was two feet deep in his store and damaged some of his stock.

Mr. W. J. Brodbeck sustained but little loss, though his restaurant was covered with water.

Mr. S. C. Boush had a small portion of his stock slightly damaged; loss not over \$50.

Mr. J. H. Crilly's loss is considerable. The water in his store was about three feet deep and damaged his stock of flour, sugar, salt, soap, &c.; loss about \$500.

Mr. F. S. Harper's store had about one foot of water on the floor. About 100 barrels of flour, some soap, and some bacon were damaged, but the loss will not be over \$200.

Mr. Jos. Brodbeck thinks his loss will not exceed \$50, only some soap and sugar getting wet.

Mr. N. Lindsey lost some salt, &c.

The Powhatan House sustained no loss.

other than the suspension of business and a coating of mud upon the lower floors.

Mr. J. F. Schneider's restaurant the water was two feet four inches deep and his loss will reach about \$100.

Mr. Drieufus loses about \$300, a quantity of paper and other articles having been damaged.

Messrs. F. A. Reed & Co. lose a quantity of ice, &c., but don't think their losses will exceed \$300.

Mr. Walter Roberts had some corn, oats, &c. damaged.

Mr. W. A. Moore lost about \$35, by damage to grain.

The broom factory lost between \$50 and \$100 by damage to stock.

Capt. P. B. Hooe's damage is about \$25. There was a quantity of grain in Pioneer Mills, but the water did not reach the floors on which it was stored.

Messrs. Agnew at the ship yard sustained no serious damage, though the yard was completely submerged.

Jones's Point was almost submerged and communication with the light house was by boat.

THE RAILROADS.

Railroad travel is still impeded, but large gangs of men are at work on each break.

On the Midland road the damage to Cameron bridge was repaired on Saturday night, and the two trains that had been caught just west of that place were run into the city.

The repair men then went to Edsall's, a few miles further on, where the track for 700 feet had been washed up and in some places was ten feet under water. Bad breaks had also occurred at Accotink and along the lower mills section, which it will take some time to repair. Most of the damage on the road was between this city and Manassas.

Trains could be run from Danville to Manassas yesterday, and this morning a repair train was sent from Manassas to Burke's.

It is expected that late this evening the passengers who have been detained at Manassas will be transferred at Burke's and brought to this city, when they will proceed to Washington by boat. Major Green, the Superintendent of the R. & D. road, and Mr. Thompson, Superintendent of the Midland division, are both on the road superintending the repairs. They expect travel will be resumed on Wednesday.

On the W. & O. road the worst breaks were at bridge No. 7, a few miles north of this city, and Goose creek bridge. A force of men have been at work since the flood making repairs, and the trains due here on Saturday morning, reached here this evening, and later a train left here for Leesburg.

But little has been done on the Manassas division yet, nor will much work be attempted till the main stem has been repaired. The damage on the road, it is said, has not been extensive.

On the A. & F. road the damage to Cameron run bridge was repaired last night, and now two large gangs of men are at work, one coming this way and the other going south. On Ennis's flats the water was 15 feet deep. Many breaks occurred all along the line between this city and Quantico, most of which have been repaired. At noon to day the two gangs were in sight of each other, and it is thought that by to night trains will be able to run between Quantico and this city.

On the R. F. & P. road much damage was done, and it is not known when trains can run between Richmond and Quantico. On the Richmond, Fredericksburg and Potomac Road, near Ashland, the stone bridge over the Chickahominy has caved in. Trackmen report the road-bed washed away so as not to be sufficient to bear a train. Culverts and bridges are washed out. The probability is that it will take some time to repair the track before it will be safe to run the trains over it.

On the A. & W. road travel was suspended after 7 o'clock Saturday evening. The Long bridge was forced out of line by the pressure of the water, and loaded cars were run on the structure to prevent it from being carried away. Much of the track between Fort Runyon and the bridge is under water and is much washed. A large force of men have been at work all day repairing the bridge, and it is believed that trains will be able to pass over it by to-morrow.

THE STEAMBOATS.

The high water yesterday put a stop to navigation on the river, even the steamboats being unable to run. The Sue, from Baltimore, arrived here at 7 o'clock having had a hard struggle with the current. She landed her passengers at Prince street dock in small boats, and then started on her return down the river, stopping at Glymont and unloading her freight, without attempting to proceed to Washington. The steamer Excelsior and Lady of the Lake, from Norfolk, (the latter due on Saturday,) arrived here between 10 and 11 o'clock. They also landed a few passengers in small boats and then went on to Washington. The Arrow-smith was tied up all day at the Pioneer Mills wharf and the Thompson dropped down below the shipyard where she anchored all day. The Wakefield, from the lower river, arrived at 4 o'clock and proceeded to Washington. The ferry boats did not attempt to make their trips during the day, and most of the steamers that were at the Washington wharves dropped out in the stream and anchored. This morning the waters having receded the ferry boats resumed their trips and have been running regularly all day. Many persons who had been detained in Washington since Saturday reached their homes in this city this morning.

ON THE UPPER POTOMAC.

From the Little Falls to the Free Bridge there was one scene of wild devastation along the river front. The water was almost to the top of the stone abutments of the Chain bridge and was rushing down the ward with such intensity that it presented the appearance of a miniature Niagara whirlpool. Many houses along the river were washed out and carried down the stream.

The causeway leading to the Aqueduct bridge is badly damaged. Carriages attempting to cross were stopped by the police after 4 o'clock yesterday afternoon and it was feared that the causeway would give way entirely.

The earth has washed out from behind the Virginia abutment, and the water was rapidly forcing its way through. Workmen were set to work, however, constructing a breakwater, and final damage was averted.

At Georgetown the water reached an unprecedented height and incalculable damage was done, coal, lumber, wood, &c., being washed away by the flood. In Washington the water ran way up in the city and boats were being paddled about on the avenue. The whole population turned out to witness the novel sight.

From the Long Bridge to the arsenal is the same story of submerged property, and a great deal of the timber, etc., was swept down the river. The Annapolis Boat Club house with its contents was carried away causing a loss of \$25,000.

From midnight Friday the Baltimore and Potomac Railroad Company had a gang of men at work trying to save the Long Bridge. The strain on the structure was very great. Trees, canal boats, and all manner of drift struck against it with tremendous force, until it was a wonder that the bridge remained in position. Still the well built structure resisted the great pressure, and though considerably damaged it still stands. The water extended from the bridge to Fort Runyon completely submer-

ging Jackson City. The damage to the Navy Yard will reach \$5,000.

The town of Point of Rocks was almost completely under water, and men were rowing around in boats looking into the second-story windows of the houses.

The long trestle work and platform of the Baltimore and Ohio Railroad Company at Harper's Ferry, have either been carried away or badly injured. At an early hour yesterday a house was seen coming rapidly down the stream. Upon its roof were three men. Just as the building struck the bridge the men made a grab for the flooring, but unfortunately missed their hold and went down into the water and were drowned.

THE MAILS.

The mails from this city for the north were sent to Washington this morning for the first time since Saturday and another mail was sent off this evening. They were sent by the ferry boats. At 1 o'clock this evening the first mail from the north to reach this city since Saturday evening arrived here via the ferry boats. No arrangements have yet been made for the southern mails.

NOTES.

Many persons went from here yesterday to see the destruction done by the flood. Those going to see the Long bridge went by way of the turnpike, and the canal tow path. From within a few feet of the structure the water covered the entire country almost back to Fort Runyon. Jackson City was submerged, and only the upper portion of the old hotel could be seen. The bridge was partially covered with water and against it were several tons of debris.

The north end of the bridge could not be seen and the new made ground on the flats was under water, if not washed away. At Fort Runyon the water surrounded many of the houses and all through the county the roads have been badly washed and the bridges damaged. Many persons also visited the Aqueduct bridge and witnessed the terrible force of the water from that commanding elevation. Battery Rogers was crowded during the evening with spectators watching the river and the hundreds of small boats engaged in securing timber &c. which was being carried down by the rapid current.

The wharves having receded, travel on Hunting Creek bridge was resumed this morning without difficulty and many country people came to this city to dry from lower Fairfax.

The records of the Annapolis Boat Club, which were lost by the destruction of the club house in Washington, were recovered yesterday as they floated down the river in a box. They will be returned to the club.

There were twenty-one washes between this city and Manassas.

The wharf at Shepherd's was badly damaged as was also the railroad track from the wharf for a considerable distance.

The Western Union Telegraph Company have re-established communication in every direction, though all of their wires are not up.

The water was so high at Four Mile run that it reached the top of the lower arches.

Passengers who reached here from the lower river say the whole country is flooded and that the current in the river extends almost to its mouth.

The rail road officials bought all the available lumber from the lumber dealers yesterday, and much of that which was brought ashore by those engaged in securing drift material from the river.

FIRE—Shortly before 4 o'clock yesterday morning fire was discovered issuing from the freight shed on the wharf of Messrs. F. A. Reed & Co., between King and Prince streets. An alarm was at once sounded and the fire department promptly responded, but the attempt to save the building was futile. At the time of the fire the river was up several feet above the wharf and the firemen had to wade through the water up to their waists, but this did not prevent them from making every effort to extinguish the flames. The cause of the fire is not known, though some think it resulted from a half barrel of lime which had been left in the house. The house at the time contained but little freight, but that was entirely destroyed.

The wharf was not damaged by fire as it was under water. The building was insured in the Alexandria Company for \$400. The firemen relate many amusing incidents of their efforts to reach the flames through the high water.

COUNTY COURT.—Judge D. M. Chickester presiding.—All the county officers qualified and were bonded.

John A. Baker vs. W. B. Brockett; debt; judgment for plaintiff.

Com. vs. James Peverille; malicious trespass; on appeal from justice; warrant quashed.

Petition of G. N. Seagmiller et al., for a new road; evidence heard, damages assessed, and order granted.

Two hundred dollars was allowed to repair damages caused by the freshet to roads and bridges in Arlington District; and \$100 for the same purpose in Jefferson District.

A bridge was ordered built over Four Mile run at Wilson's Crossing, and also at Carlin's Springs, not to cost over \$400 each.

POLICE REPORT.—Last night was cloudy and mild with neither prisoners nor lodgers at the station house.

The Mayor this morning disposed of the following cases:

Hugh Strider, arrested for being drunk and disorderly, was fined \$1.50.

Robert Grady, for gambling, was fined \$1.00.

Jos. Smith, for shooting a pistol in the city limits was fined \$4 and required to give a bond of \$100 to keep the peace.

Sandy Mason, colored, charged with being drunk and disorderly, was dismissed as was also Dan Mason, charged with interfering with an officer in the discharge of his duty.

SUDDEN DEATH.—David Jones, a well known colored man of this city, who was formerly employed in the market by Wm. Gray, butcher, but who more recently has been in the employ of Mr. L. W. Corbett, dropped dead early yesterday evening while standing on the platform of the local depot. His death was caused by heart disease.

PERSONAL.—A Leesburg letter says: "Mr. Carroll Ashby was in town last week for one night only. The engine breaking down at Farmwell, Mr. Ashby entered on foot nothing daunted by the walk of five miles in the darkness and in a deluging downpour of rain."

When you suffer from dyspepsia, heartburn, malarial affections, kidney disease, liver complaint, and other wasting disease. When you wish to enrich the blood and purify the system generally. When you wish to remove all feeling of weakness, weariness, lack of energy, try a bottle of Brown's Iron Bitters, and see how greatly it will benefit you. It surpasses all known remedies as an enricher of the blood, and a perfect regulator of the various bodily functions. Ask your druggist.

CONFEDERATE VETERANS.—The regular monthly meeting of R. E. Lee Camp, Confederate Veterans, will be held on Monday evening, June 31, at 8 o'clock.

EDWARD WARFIELD, Adjutant.

NEW BEVERAGES.

PEARL PHOSPHATE AND CURRANT SYRUP. Cold and excellent.

BROADUS & SMITH.

20 DOZEN MEN'S WHITE SHIRTS. Linen & cotton, reinforced, 3 per \$1 at my28

CHAPMAN'S, 424 King st.

HAVE you seen the FRENCH SATTEEN REMNANTS CHAPMAN'S, 424 King street? Selling at one-half regular price. [my28]

CAMERON'S UNIVERSAL CREAM, a patent leather dressing, at my11 1m

F. PAFF & SON'S.

LOCAL BREVITIES.

A valuable horse belonging to Mrs. Michael Smith died suddenly Saturday.

Most of the stores of the city are to be closed during the summer at 6 o'clock in the evening except on Saturday.

A marriage license was issued in Washington Saturday to John B. Kneib, of Washington, and Dora Lee Hall, of this city.

Chas. Sparshaw, of Rosslyn, is supposed to have been drowned yesterday while catching drift wood near the Aqueduct bridge.

While a large crowd of persons were standing on lower King street yesterday evening looking at the invading water a fight occurred between two well-known prize fighters, which attracted much attention. Both were considerably bruised.

Capt. Blake's excursion steamer which is to run in connection with the Corcoran is now being built at Wilmington. The steamer is to have an iron and steel hull, a full saloon cabin handsomely finished and furnished with a capacity of 1,500 passengers, and her speed is to be twenty miles an hour.

Barton Council No. 5, Virginia State Firemen's Association, of Alexandria, and the members of the Hydraulics Steam Fire Engine Company, numbering 35, will leave here to-morrow for Norfolk accompanied by the Alexandria Drum Corps to attend the State convention. A pleasant time is expected for all who go.

The preliminary work of arranging the details for the general muster and encampment of the District of Columbia militia to be held at Fort Washington during the latter part of July, is being pushed ahead. Gen. Ordway has received the formal permission of the War Department to use the reservation at Fort Washington for camping purposes, and is in daily communication with the quartermaster and commissary generals' offices, in relation to the furnishing of supplies needed for the camp.

FANCY GROCERIES.

25 KITS

NEW SHAD ROE

FOR SALE LOW BY

G. WM. RAMSAY.

NewPack Lobster

JUST RECEIVED BY

G. WM. RAMSAY.

TOILET SOAPS

CHEAP AT

RAMSAY'S.

Pineapple, Edam & Sapsago

CHEESE.

G. WM. RAMSAY.

10 CASES

Fruit Puddine

FOR SALE BY

G. WM. RAMSAY.

FANCY MESSINA

Oranges & Lemons

—AT—

RAMSAY'S.

Cheap and Good.

C. & B. JAMS,

IN ONE-POUND JARS, FULL WEIGHT, TWENTY CENTS EACH.

STRAWBERRY,

RASPBERRY,

RED CURRANT,

RASPBERRY AND CURRANT,

DAMSON,

GOOSEBERRY,

GREEN GAGE,

AND

Southwell's Strawberry and Raspberry

JAMS,

In four-pound pots, also full-weight, at EIGHTY CENTS EACH.

For sale by

G. WM. RAMSAY.

WHITE TAR CAMPHOR GLOBULES: easy to use, and very effective as a moth destroyer. For sale by E. L. ALLEN, ap23

PROSTILLA, the new, popular and fragrant remedy for chapped hands, chafing, &c. Price 25 cents per bottle. For sale by E. L. ALLEN, ap23

PRATT'S FOOD—Your cows, pigs, sheep, horses and poultry need Pratt's Food. For sale by GEO. MCBURNEY & SON. mh26

An especially appropriate drink for this time of year is the TONIC PHOSPHATE made at BROADUS & SMITH, 301 King street. my16

LEADBEATER'S POROUS PLASTERS, equal to any plaster made, and at much lower prices. Sold by E. S. LEADBEATER & BRO. feb20

ENAMELED KETTLES of all sizes, Apple and Peach Parers, Enterprise and other Meat Cutters for sale cheap at 328 King, corner of Royal st. sep8

G. CASSARD & SON'S MILD-CURED HAMS and BONELESS BREAKFAST BACON for sale by GEO. MCBURNEY & SON. ap4

A BEAUTIFUL LINE OF MEDIUM AND LOW-PRICED SPRING GOODS at J. R. CHAPMAN'S, Agent, 424 King street. ap4

FRUIT PUDDINE—A delicious dessert that can be prepared in five minutes at a trifling cost. Assorted flavors. Price 10c a package. For sale by [mh20] GEO. MCBURNEY & SON.

EGG NOODLES, VERMICELLI, LENTILS, SPLIT PEAS AND BARLEY. GEO. MCBURNEY & SON. mh5

FRENCH PEAS and M. HERBONS and Sifted Early June American Peas for sale low by mh20 GEO. MCBURNEY & SON.

PILLAR ROCK SALMON for sale by J. C. MCBULN. ap5

DRY GOODS.

DRY GOODS

AT A SACRIFICE.

New Purchases--Special Bargains This Week.

12 pieces Crazy Cloth, cream colored, reduced from 25 to 12½c.

10 pieces solid Black Nuns' Veiling, reduced from 25c to 12½c.

30 pieces Seersucker Gingham reduced from 12 to 8c.

25 Gloria Umbrellas, 26 inches, reduced from \$2.50 to \$1.40.

A lot of Matting at 12½c a yard, or \$4.50 a piece—40 yards.

A lot of Jointless Matting, none better, reduced to 25c a yard.

A lot of Misses', Ladies' and Gents' Vests at half price.

A lot of Men's and Boys' Flannel Shirts.

A lot of Chintilla Laces and Flouncing.

All purchased at reduced prices from a concern closing out business.

OUR MERCHANT TAILORING

In full force. Large selection of Cloths, Cheviots, Cassimeres, Diagonal, Worsted and Doeskins, made up to order CHEAP AND GOOD, and fit guaranteed.

ISAAC EICHBERG & CO.,

Corner King and Royal Streets.

SPECIAL BARGAINS.

A large lot of goods purchased from an importing house retiring from business, embracing

Piques, Nainsooks, Mulls, Frere Koechlin's

Fine French Percales, &c.

At 15c. Most of these goods are worth 25c.

THREE BARGAINS IN WHITE CROCHET

QUILTS,